

gave us a shower bath. I knew that because of the loss of water the engine would get so hot it would stop running. We were about half-way back to Fairbanks, near Wickersham Dome. I spotted a shelf to one side of the dome which seemed like the only possible chance to get down without breaking up or going over on our back. We were cruising lower than the 2,500 foot shelf, so we had to use power to get up to it. The old engine was steaming plenty when we got to a landing approach. It turned out to be a fair landing place and we stayed right side up and landed without breaking anything. It turned out that the water pump had broken in flight, which in turn had thrown the water out.

The two passengers and myself walked in to Olmes, on the Chatanika River, over the tussuk covered trail. One passenger, an old Sourdough, had no trouble walking out. The other passenger, an insurance adjuster, had flown over on both business and pleasure. This passenger, I would say, was my first tourist, and possibly the first flying tourist passenger in Alaska. He had on oxford shoes and was about to give up before we arrived at the Chatanika River.

It is not my intent in these articles to be writing of my experiences, but instead to give some idea of the progress made in aviation and the change of times in the north.

Having had to discontinue flying in the fall of 1924 because of the open cockpit of the old Hisso Standard, a decision was made to try to get a cabin plane with an air cooled motor for use in wintertime. Because I was going "outside" for the winter to visit my folks in Minnesota, it worked out well for me to make a tour of the states to see what was being built. I found that about all that was being built was a very small number of open cockpit planes with old XO-5 and Hisso motors. One exception was the Huff Deland company which was building planes with an open front seat for two passengers and a pilot seat in the rear. This plane had an early model Wright air cooled engine of about 200 horsepower, but we had decided not to settle for anything but a cabin plane.

Both the Wright company and the Curtiss company did their best to locate the type of plane we wanted, but their efforts were unsuccessful. We finally had to settle on a Dutch built Fokker F-111 or F-3, a six-place monoplane which K.L.M. and early German airlines had already been using on some kind of schedule service in Europe. This plane had been built in 1921 and it was already the spring of 1925. There still were no cabin planes being built in the United States.

The Atlantic Aircraft Company, a dealer for Fokker, had three ships available. We bought one of them that had been used some, for \$9,500. We shipped it all the way to Fairbanks via the Panama Canal. It had a German 6 cylinder engine of 235 horsepower. The cabin was very plush with curtains and all the trimmings. This ship proved conclusively that a cabin airplane was the type to use in Alaska even though we could not use it through the winter of 1925-26 because it had no brakes except for a tail skid which helped to stop it. It had a rather streamlined monoplane wing and took a minimum of 1,000 feet to stop after the three points were firmly on the ground. We had some close shaves on sand bars and fields 1,000 or under, during the summers of 1925-26. Our flying out of Fairbanks was the only cross-country flying in the Territory at that time. There was one other airline at Ketchikan where Roy Jones was doing some flying with an old two-place navy training flying boat. We were success-

ful with the flying of the Fokker F-111 and made the first commercial flight to Nome, carrying 4 passengers and 500 pounds of baggage, a 1,200 pound load. We flew non-stop back here in 6 hours and 55 minutes. That's all for now. Noel.—Originally published in the "Wien Alaska Arctic Liner" August 1956.

On July 6, 1999, the 75th anniversary of the first non-stop flight, the sons of Noel Wien, Richard and Merrill, will pay homage to their late father's legacy. In commemoration, they will retrace the journey in a refurbished Boeing Stearman biplane, which was built in 1943. This type of plane was used to train pilots in World War II. They will leave from the Delaney Park Strip in Anchorage, which is now a public park, and land at Fairbanks International Airport. The original landing site in Fairbanks, Weeks Field, has since been developed and houses the Noel Wien Public Library.

After all his years of flying, Richard gained a whole new respect for his father's flying ability when he and his son, Michael, flew the refurbished biplane from Seattle. They made the trip in early May and encountered winter conditions during the flight. It did not take long to realize that they weren't within the confines of a closed, heated cabin.

Both Richard and Merrill continued in their father's footsteps. They are both commercially rated pilots with thousands of flying hours between them. They were both involved with Wien Air Alaska and then when the family sold it, the brothers opened up a helicopter business. Although Richard and Merrill are no longer involved in the commercial side of aviation, it's in the blood.

Organizing this event was a labor of love for Richard Wien. He also credits his major sponsor the Alaska Airmen's Association for helping to make it happen in addition to other individuals and organizations. He is embarking on this trip to honor his father and also the 75th anniversary of the first air-mail run made by Ben Eielson.

My heartiest congratulations to Richard and Merrill Wien for organizing this wonderful tribute to their father and also for keeping the pioneering aviation spirit alive through this commemorative flight.●

HAPPY BIRTHDAY CAPTAIN CURTIS J. ZANE

● Mr. STEVENS. Mr. President, on the occasion of his 80th birthday this coming 4th of July, I would like to join my Alaskan colleague in the other body in extending warm birthday wishes to Captain Curtis J. Zane, United States Navy Retired. "Casey" Zane, as he is affectionately known, is one of that generation of American heroes who rose to defend our nation and our freedom during the darkest days of WWII. He saw action over a wide area of the

South Pacific during 1942, 1943 and 1944 including service with the fabled "Black Cat" PBV squadron 101. To this day he remembers dear friends who died in that conflict. In mid 1944 through the war's end Casey instructed young pilots in B-24s at Hutchinson Kansas.

The balance of his 27 year career in Naval Aviation spanned the early years of the Cold War, the Cuban Missile Crisis, and the transition to the Nuclear Navy. During that time Casey Zane served in the Guam, Tinian and Saipan areas of the post war Pacific. Later he was aboard ships of the fleet including the carrier USS Leyte and then took Command of anti-submarine warfare squadron VP 18. He served at the Command Post CinCLantFleet and as Commanding Officer U.S. Naval Communications Stations, Londonderry Northern Ireland and Thurso Scotland. He did his last tour at the Pentagon in Navy's Bureau of Personnel and retired as a Captain in November 1968.

Among the several types of special schooling and training he received, Casey is a graduate of the Army's Command & General Staff College and the Naval War College. He holds the American Defense Service Medal; American Campaign Medal; Air Medal; Asiatic-Pacific Campaign Medal (3 Stars); World War II Victory Medal; National Defense Service Medal (1 Star).

After the Navy, Casey and his wife Dorothy started their second careers becoming successful real estate brokers and agents in the Northern Virginia area. Despite his tender age of 80, Casey continues to be an active and productive member of our society. He is a model for those who believe in being "forever young," both in spirit and enthusiasm for living. I wish to extend a hearty "many happy returns" to a great American Veteran, Captain Curtis J. "Casey" Zane on his upcoming 80th birthday, July 4, 1999. Mr. President, as this Century closes it is indeed fitting that the advent of a National World War II Memorial is close at hand. As our numbers fade slowly and inexorably from our midst, perhaps the best birthday present we can give WWII Veterans like Casey Zane is the knowledge that our nation will never forget their sacrifice.●

THE MARRIAGE OF LISA MAXWELL AND GEORGE NEWALL

● Mr. MOYNIHAN. Mr. President, this Saturday, a most blessed event will occur on Shelter Island: the wedding of two of my constituents, Lisa Maxwell and George Newall. Martin Luther remarked, "There is no more lovely, friendly and charming relationship, communion or company than a good marriage." I must say that I agree, having just celebrated my 45th wedding anniversary a few weeks ago. Marriage—as the Book of Common Prayer

tells us—is intended by God for “mutual joy; for the help and comfort given one another in prosperity and adversity.” A wonderful institution, to be treated reverently.

My hope for Lisa and George is that their love for each other—so obvious to anyone who knows them—is, and will always remain, a seal upon their hearts,

For stern as death is love,
relentless as the nether world is devotion;
its flames are a blazing fire.
Deep waters cannot quench love,
nor floods sweep it away.

Were one to offer all he owns to purchase love,

he would be roundly mocked.—Song of Solomon, 8:6-7

I wish them all the best as they begin their life together.●

IN RECOGNITION OF DR. EUGENE OLIVERI

● Mr. LEVIN. Mr. President, I rise today to recognize a physician from my home state of Michigan, Dr. Eugene Oliveri, who will be named the new President of the American Osteopathic Association (AOA) at the Association's annual meeting in July.

Dr. Oliveri practices at two outstanding medical facilities in Metropolitan Detroit. He is a senior member of the Department of Internal Medicine at Botsford Hospital in Farmington Hills, Michigan, where he also serves as Chairman of the Department of Gastroenterology and as Director of the Gastroenterology Fellowship Program. Dr. Oliveri is also affiliated with Huron Valley Hospital in Milford, Michigan.

Dr. Oliveri has established himself as a national leader in the osteopathic profession. He serves on a number of professional boards, is sought after as a visiting lecturer, and is committed to training and inspiring the next generation of osteopathic physicians. In fact, there are two osteopaths in the Oliveri family, and I know it is a point of pride for Dr. Eugene Oliveri that his daughter, Lisa, chose to pursue the profession to which he has dedicated so much of his life.

The state of Michigan is a leader in the practice of osteopathy. One hundred and two years ago, Michigan was the fourth state in the nation to legalize the practice of osteopathy. Today's osteopathic physicians and surgeons integrate standard medical practices with the body's natural systems for regulating and healing itself, especially with the largest of these systems, the musculoskeletal system. Dr. Oliveri follows in the tradition of the thousands of skilled and dedicated osteopathic doctors who have practiced medicine in Michigan for more than a century.

Mr. President, Dr. Eugene Oliveri has distinguished himself as a physician, as a teacher and as a leader of his profes-

sion. It is fitting that Dr. Oliveri, who practices medicine in a state which has such a longstanding commitment to osteopathic medicine, will be elected President of the American Osteopathic Association. I know my colleagues join me in congratulating Dr. Oliveri on his achievements and in wishing him well during his tenure as President of the AOA.●

TRIBUTE TO HIS HOLINESS KAREKIN I, CATHOLICOS OF ALL ARMENIANS

● Mr. KENNEDY. Mr. President, I would like to pay tribute to an extraordinary man and religious leader, His Holiness Karekin I, Catholicos of All Armenians, who passed away on June 29.

I was proud to call His Holiness my friend. He was an inspiration to all who knew him. He was loved and respected by the Armenian people the world over, and his courage, intelligence, wisdom, and compassion were renowned in international religious circles.

His Holiness dedicated his life to the Armenian people. He worked skillfully for Armenia's freedom, and had the noble distinction of being the first Catholicos of the Armenian people elected in the newly independent Republic of Armenia. In this era, he has worked tirelessly and effectively for the spiritual revival of the Armenian Apostolic Church in Armenia.

He was also a warm and humble man, gifted with wit and humor, who related easily with people from all backgrounds and from all walks of life.

His extraordinary life began in the village of Kessab in Syria in 1932. He studied at a seminary in Lebanon in the late 1940s, and entered the celibate order of the Church in 1952. A gifted student, he went on to study theology at Oxford University. Recognized for his leadership qualities, he quickly rose through the clerical ranks, leading church dioceses in Iran and the United States. In 1977 he was elected Catholicos of the Catholicosate of Cilicia, based in Antelias, Lebanon. In 1995, he was elected Supreme Catholicos of the Armenian people, based in Holy Etchmiadzin, Armenia.

From July 6 to July 8, Armenia will be holding a period of national mourning in honor of this great man of faith. The Armenian people throughout the world are mourning his death and paying tribute to his extraordinary life. His remarkable legacy will endure for generations to come.●

S. 1234, FOREIGN OPERATIONS, EXPORT FINANCING, AND RELATED PROGRAMS APPROPRIATIONS ACT, 2000

The text of S. 1234, passed by the Senate on June 30, 1999, follows:

S. 1234

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums are appropriated, out of any money in the Treasury not otherwise appropriated, for the fiscal year ending September 30, 2000, and for other purposes, namely:

TITLE I—EXPORT AND INVESTMENT ASSISTANCE

EXPORT-IMPORT BANK OF THE UNITED STATES

The Export-Import Bank of the United States is authorized to make such expenditures within the limits of funds and borrowing authority available to such corporation, and in accordance with law, and to make such contracts and commitments without regard to fiscal year limitations, as provided by section 104 of the Government Corporation Control Act, as may be necessary in carrying out the program for the current fiscal year for such corporation: *Provided*, That none of the funds available during the current fiscal year may be used to make expenditures, contracts, or commitments for the export of nuclear equipment, fuel, or technology to any country other than a nuclear-weapon State as defined in Article IX of the Treaty on the Non-Proliferation of Nuclear Weapons eligible to receive economic or military assistance under this Act that has detonated a nuclear explosive after the date of enactment of this Act.

SUBSIDY APPROPRIATION

For the cost of direct loans, loan guarantees, insurance, and tied-aid grants as authorized by section 10 of the Export-Import Bank Act of 1945, as amended, \$785,000,000 to remain available until September 30, 2003: *Provided*, That such costs, including the cost of modifying such loans, shall be as defined in section 502 of the Congressional Budget Act of 1974: *Provided further*, That such sums shall remain available until 2018 for the disbursement of direct loans, loan guarantees, insurance and tied-aid grants obligated in fiscal years 2000, 2001, 2002 and 2003: *Provided further*, That none of the funds appropriated by this Act or any prior Act appropriating funds for foreign operations, export financing, or related programs for tied-aid credits or grants may be used for any other purpose except through the regular notification procedures of the Committees on Appropriations: *Provided further*, That funds appropriated by this paragraph are made available notwithstanding section 2(b)(2) of the Export Import Bank Act of 1945, in connection with the purchase or lease of any product by any East European country, any Baltic State or any agency or national thereof.

ADMINISTRATIVE EXPENSES

For administrative expenses to carry out the direct and guaranteed loan and insurance programs (to be computed on an accrual basis), including hire of passenger motor vehicles and services as authorized by 5 U.S.C. 3109, and not to exceed \$25,000 for official reception and representation expenses for members of the Board of Directors, \$55,000,000: *Provided*, That necessary expenses (including special services performed on a contract or fee basis, but not including other personal services) in connection with the collection of moneys owed the Export-Import Bank, repossession or sale of pledged collateral or other assets acquired by the Export-Import Bank in satisfaction of moneys owed the Export-Import Bank, or the investigation or appraisal of any property, or the evaluation of the legal or technical aspects of any transaction for which an application